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Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,640. 號十四百六十二

五十五年四十一

HONGKONG, WEDNESDAY, AUGUST 31ST, 1898.

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一三八八年八十九百八千

PRICE \$2 PER MONTH

NOTICE.

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Orders for a dozen copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that have the supply is limited. Only supplied for use.

Telegraphic Address: DAILY PRESS, Hongkong.

P.O. Box 52. Telephone No. 12.

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY.

CONSIGNERS per Company's Steamer

TO-NIGHT

ENTERTAINMENT

ST. ANDREW'S HALL

BENEFIT TO

MR.

SYDNEY H. MORSE.

ADMISSION.

Hongkong, 31st August, 1898. [1832]

GREAT BRITISH AND CALEDONIAN

GOLD MINING CO. LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a SECOND

and FINAL CALL of ONE DOLLAR

and FIFTY CENTS (\$1.50) per Share will be made on the 1st September, 1898, above

and on the 1st October, 1898, and that such

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INTIMATIONS

BROWN, JONES & CO.
DRAMAS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.

Estimates and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. 12704

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A - THORNE'S BLEND, White Capsule	\$10.80
B - WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C - ALOE-GLEN- Capsule, with Trade Mark	12.00
D - WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH, MALT WHISKIES, Violet Capsule	14.40
E - WATSON'S VERY OLD LI- QUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABELOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.

D is well known for its fine flavour.
E is of superb quality and pro-
nounced by leading local connoisseurs
to be the best brand in the Hongkong
market.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Hongkong, 14th June, 1886. 24

NOTICE TO CORRESPONDENTS
That all correspondence to the three columns
should be addressed to THE EDITOR.
Correspondents must forward their name and address
with communications addressed to THE EDITOR, not
only to THE MANAGER, as evidence of good faith.
All letters for publication should be written on one
side of the paper only.

No anonymously signed communications shall have
directly appeared in the paper will be inserted.

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sent before 11 a.m. on day of publication. After that
time, address to THE MANAGER, 47, Queen's Road Central.
P.O. Box. 12. Telephones No. 12.

The Daily Press.
HONGKONG, August 31st 1893.

YESTERDAY'S mail brought out the text of the
Kowloon Agreement, which has been
shrouded in such extraordinary and un-
necessary secrecy by the Government. For
the publication of this interesting document
we are indebted to the enterprise of the
Times, but it would have come much more
appropriately from the Government direct,
since it contains nothing whatever as to
which secrecy could be considered as to
any ground essential or even desirable. The
responsibility for this secrecy rests with the
home rather than the local Government, and
the Colonial party in the House of
Commons might reasonably make it a ground of serious complaint against the
Administration that important agreements
of this character should be concealed from
the knowledge of the public in general and of
the communities more particularly affected
by them in the unjustifiable manner that
this has been. The document, now that it
has finally seen the light, is found to contain
little that was not previously known. The area leased is indicated on a map
annexed to the agreement, which map
presumably agrees with that published a
short time ago by the Times and a re-
production of which was afterwards issued as
a supplement to the Daily Press. The
exclusion of Kowloon city from British
jurisdiction is unfortunately confirmed, but
that point was already so well established
that there was no room to hope that the
agreement would be found different from
what it actually is. "It is at the same
time agreed that within the city of
Kowloon the Chinese officials now
stationed there shall continue to exercise
jurisdiction, except so far as may be in-
consistent with the military requirements
for the defence of Hongkong. Within
the remainder of the newly leased territory
Great Britain shall have sole jurisdiction." So runs the agreement. Some people in their
impatience at this retention of Chinese
jurisdiction at a point within the leased
area have gone to far as to say that
we had better surrender the extension
altogether and go on as we were. It
is hardly necessary to demonstrate the
absurdity of that position. The
extension was primarily required for military
purposes, and the guns will not shoot any
the less straight because a Chinese mandarin
lives at Kowloon. The abolition of Chinese
jurisdiction at Kowloon is a thing to be
strenuously striven for but in the meantime
it would be folly to sacrifice substantial
advantages because they are found to be
not quite so large as they ought to have been.
How Sir CLAUDE MACDONALD ever
came to assent to this reservation of Kow-
loon city to China we cannot conceive, and
shall look with curiosity for the explana-
tion that will doubtless be found in the

official correspondence when it is published,
though it cannot possibly be a satisfactory
explanation. Following on the reservation
of Chinese jurisdiction in Kowloon city
it is further agreed that the existing
leasing place near Kowloon city shall be
reserved for the convenience of Chinese
men-of-war, merchant and passenger ves-
sels, which may call and go adrift there
"at their pleasure; and for the convenience
of movement of the officials and people
within the city." This is apparently the
foundation for the rumour which has been
so boldly and ingeniously elaborated into
the provision of a number of Chinese
Customs offices within the harbour of Vie-
toria with a Chinese Trade Superintendent
to watch China's interests. The "leasing
place at Kowloon" seems to be a natural
corollary of the city itself, and if we can
swallow Chinese jurisdiction at the latter
we need not strain over it at the former.

That the Chinese should have desired to
retain jurisdiction over Kowloon is perhaps
not altogether surprising; what is surprising
is that Great Britain should have
agreed to such an arrangement. The
Chinese view doubtless is that the ar-
rangement leaves them something to hand
which they can bicker away subsequently
for any advantages they may wish to secure
from Great Britain, and more particularly
perhaps advantages with reference to the pro-
tection of the revenue leviable in China
in imports from or exports to Hong-
kong. On that point we think the British
Government might fairly pay some regard
to China's interests even as a matter of com-
mon honesty and friendship apart from more
material considerations such as that involved
in the retention of Chinese jurisdiction at
Kowloon city. In the old
days of the squeeze stations there was good
reason why our Government should hold
the Chinese Customs at arm's length, but now
that it is the Foreign branch of the Customs
that is concerned the position is materially
changed and we have to deal with a service
as honest and as far above suspicion as our
own. The Customs have and can have
no wish to interfere in any way whatever
with the legitimate trade of this port, but
for the protection of the Chinese revenue
they must necessarily keep a watch on that
portion of it which is conducted by native
craft with the neighbouring Chinese terri-
tory. Nothing but a paltry smuggling
trade can be adversely affected by the
operations of the Customs, and that apart from its discreditable char-
acter, is not worth making any material
sacrifice to retain. The signatories to the
Opium Convention in the last paragraph
of that instrument wrote: "The under-
signed are of opinion that if these arrange-
ments are fully carried out a fairly satis-
factory solution of the questions connected
with the so-called Hongkong Blockade
will have been arrived at." Let any one
who has had experience of the state of
affairs prevailing up to 1886 and since that
time say whether that opinion has not been
justified by the result. The indiscriminate
suggestion that the extension of our
boundaries at Kowloon would enable us
to throw over that agreement and restore
the smuggling trade is, we suspect, the real
cause of the unfortunate arrangement with
reference to the continuance of Chinese
jurisdiction over Kowloon city.

THE ERECTION OF THE
"REUJUIX."

The rumour that the French cruiser *Reu-*

juix had founded in the Indian Ocean is unfounded.

THE WELSH COAL STRIKE.

The conference between the miners and men
has proved abortive.

THE CAFE ELECTIONS.

Last gains by Mr. Rhodes's party make the
issue of the election uncertain.

GREAT BRITAIN AND RUSSIA IN
CHINA.

Sir Charles Stewart Scott's negotiations at
Peking, defining the British and
Russian spheres of influence in China, are pro-
ceeding in a friendly spirit.

[FROM SAIGON PAPERS]
THE FRENCH FLAG.

Pairs, 22nd August.

M. Lockroy, Minister of Marine, states that
he has decided to completely overhaul the
Northern and Mediterranean fleets and to re-
inforce them.

THE GREAT HEAT IN FRANCE.

Paris, 22nd August.

The heat is frightful in France. A regiment
manoeuvring near Nancy had four hundred
sick on the 4th inst.

REPORTED RESIGNATION OF THE
CANTON VICEROY.

It is reported that the Viceroy of Canton is
sending in his resignation in connection with
the concession of Kwangtung. It is ex-
pected that the Governor will take his place.

SUPREME COURT.

30th August.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF
JUDGE.)

CLAIM FOR WRONGFUL DISMISSAL.

Twenty-five Filipinos, forming the crew of
the Spanish ship *Isidora Poma*, sued the owners
of the said ship for damages for wrongful dis-
missal.

Mr. Pollock (instructed by Messrs. Wilkin-
son and Gris) appeared for plaintiff and Mr.
Francis (instructed by Messrs. Deacon and
Hastings) for defendants.

Mr. Pollock read the petition and answered
in the affirmative to the particular question
that a verbal agreement, entered into, that
the vessel should sail "on payment and about
the different ports in the Philippines. In April,
however, the vessel came to Hongkong and she
was into dock. About the 30th May the cap-
tain, in breach of the agreement as to wages,
told the crew that while the vessel was in
dock they would only receive half pay. This
was to the crew a most vexatious act, and when
they came up to 1st June and demanded
of them, at the same time giving each a document
which altered that the consent of the Spanish
Consul to their discharge had been obtained.
Defendants had since admitted that this was
so.

Mr. Pollock resuming his seat said
that he had informed His Lordship that he had
arrived at the port by way of settlements \$1,600 and
costs, but the other side could not see their way
to accept the offer.

His Lordship was of opinion that this offer
might form a fair basis on which to argue for
a settlement.

The matter was subsequently gone into in
chambers. Ultimately plaintiffs agreed to accept
\$1,600, the cost of suit, and their passage to
Manila. His Lordship gave judgment to this effect.

On Monday afternoon at 164 of Queen's
Road, in Morrison Hill Road, was sold by
auction for \$11,750, which is \$5 above the open-
ing price. The lot contains 5,000 square feet.
The annual rent is \$52 and the term 99 years.

Messrs. Smith & Co., of the well-known
firm of Smith & Co., of the Blackfriars, sold
the property, out of the six large steamers
which the company intends to add to its fleet.
It is expected that the other two have gone to
Belfast. The buildings have at present in course
of construction for the owners' four steamers.
Those just entered are to be vessels of 7,500
tons each.

Mr. Sydney H. Morse will make his farewell
speeches this evening at St. Andrew's Hall,
when the entertainment will be under the
patronage of H. E. Major-General Wilson
Black, C.B., a most attractive programme has
been arranged, in which the talented vocal
and instrumental artists of Hongkong and
its neighbourhood will be included. A lady
who has a very good voice will be present
and sing a solo.

At the Magistracy yesterday a man named
Henry Willis charged a Chinaman with stealing
95 cents. P. C. Gurd was standing under
verdant at the bottom of St. Andrew's Street at about
two o'clock in the afternoon. He was
attacked by a lot of bandits. He ran
and was shot over it at the former.

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THE KOWLOON REBELLION.

From Canton we learn that the Viceroy has
published the two Chinese newspapers there
which he believes to be the following: The
Convention signed at Peking for the extension
of British control over the Kowloon territory
under the name of Great Britain and China.

Whereas it has for many years past been
recognised that an extension of Hongkong
territory is necessary for the proper defence
and protection of the colony.

To have a frontier between the Govern-
ment of Great Britain and China, the

limits of British territory shall be enlarged

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THE KOWLOON EXTENSION.

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to cover the Kowloon territory.

THE PROCLAMATION BY THE REBEL CHIEF.

The following is a rough translation of a
proclamation issued by the leader of the rebels
in the sixth moon (10th July-16th August).

When, however, China constructs a railway
to the boundary of the Kowloon territory under
British control, the arrangement shall be discussed.

It is further agreed that the existing landing
place near Kowloon shall be reserved for the
convenience of Chinese men-of-war, merchant
and passenger vessels, which may come and go
and leave there at their pleasure, and for the
convenience of movement of the officials and people
within the city.

THE "HONOURABLES" ON SPHERES OF
INFLUENCE.

The Times in an article on the China question
says:—

"It is not time for Her Majesty's Government
to be in a hurry to make up its mind."

It is agreed that about last August
a memorandum was made that the Queen had
been pleased to grant the title of "Honourable"
to all the children of the legal His peers,
but like other good policies, it has to be put
into force. It has never been put into force,
and perhaps America has not yet been
gratified. The Chinese children of ordinary baronets
and baronets of the empire, however, have
not been honoured with the title of "Honourable".

It is agreed that the Chinese children of
the nobility and gentry shall be honoured with
the title of "Honourable".

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VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TON MARU	MARSEILLES, LONDON, NEW- CASTLE, & ANTWERP, via SINGA- PORE, COLOMBO & PORT SAID.	THURSDAY, 1st September, at 4 P.M.
P. H. GOING		
SAGAM MARU	VIADIVOSTOK via SHANGHAI, CHI- CAGO, CHENGDU, NAGASAKI, & FUSAN & GENGAN.	FRIDAY, 2nd September, at NOON.
MIRE MARU	KOBE & YOKOHAMA.	FRIDAY, 2nd September, at 4 P.M.
S. KATAMURA	HOKAYA via SINGAPORE and COLOMBO.	TUESDAY, 6th September, at NOON.
KAGOSHIMA MARU	SEATTLE, WASH. U.S.A., via KOREA, to YOKOHAMA & VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
YAMAGUCHI MARU	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG,	TUESDAY, 13th September, at 4 P.M.
HITACHI MARU	COLOMBO and PORT SAID.	

Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 20th August, 1886.

CANADIAN PACIFIC RAILWAY COY.
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.E...WEDNESDAY, 1st Aug. 1886
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.E...WEDNESDAY, 28th Sept. 1886
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.E...WEDNESDAY, 23rd Oct. 1886

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to HONGKONG in 12 DAYS, having THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TEAMPS of the CANADIAN PACIFIC RAILWAY, which leave daily, and call on the Continent FROM THE PACIFIC TO THE ATLANTIC, via THE CHINESE CHANNEL. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of Passengers Boarding tickets to all principal points and AROUND THE WORLD. Return tickets to principal points of reduced rates. Good for 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan. Government Agents.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having the highest award for same at recent Chicago World's Fair Exhibition), and the magnificient MOUNTAIN AND LAKE SCENERY throughout the Railways passes.

THE DINING CAES AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 11th August, 1886.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE
(EAST ASIATIC SERVICE).Taking Cargo at through ports to AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

DESTINATIONS.	SAILING DATES.
LONDON, BRAMPTON, AND ANTWERP.	About 1st September.
SANTO DOMINGO	
S. S. SUEVIA	HAVRE AND HAMBURG
S. S. SILESIA	HAVRE AND HAMBURG

*These steamers have superior accommodation for first and second class Passengers and carry a Doctor and a Steward.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

Hongkong, 29th August, 1886.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,549	A. Dixon	Sept. 27	MOPUL	3,654	C. H. Rader	Sept. 10
VICTORIA	3,167	J. T. Bradbury	Sept. 27				Oct. 1
OLYMPIA	2,668	J. T. Doherty	Oct. 22	BRASIL	2,900	Porter	Nov. 5
COLUMBIA	3,654	A. Gow	Nov. 1				

*Calling at AMoy.

For further particulars as to Freight, Passage, etc., apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 31st August, 1886.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,549	A. Dixon	Sept. 27	MOPUL	3,654	C. H. Rader	Sept. 10
VICTORIA	3,167	J. T. Bradbury	Sept. 27				Oct. 1
OLYMPIA	2,668	J. T. Doherty	Oct. 22	BRASIL	2,900	Porter	Nov. 5
COLUMBIA	3,654	A. Gow	Nov. 1				

*Calling at AMoy.

For further particulars as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 31st August, 1886.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMAINING.

SHANGHAI.....1. C. L. W. Field.....About 2nd Freight or Passage.

YOKOHAMA VIA SHAL, FORMOSA.....About 2nd Freight or Passage. (Passing through the Island Sea).

OSAKA.....1. C. L. W. Field.....About 3rd Freight or Passage. (Passing through the Island Sea).

TOKYOHAMA VIA NA. BORNEO.....1. C. L. W. Field.....About 3rd Freight or Passage. (Passing through the Island Sea).

LONDON.....1. C. L. W. Field.....About 17th Freight.

LONDON.....1. C. L. W. Field.....About 1st Freight or Passage.

H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1886.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	PORT & TIDE	CAPTAIN	PORT FOR FREIGHT & LANDING	TO BE DISCHARGED
LONDON VIA SUEZ CANAL	Petrolus	Brit. str.	Dickens	Bentfield & Swire	On 6th September
LONDON	Borneo	Brit. str.	Elie O. S. M. Co.	Bentfield & Swire	On or about 17th Sept.
	Socorro	Brit. str.	H. B. & S. Co.	Bentfield & Swire	On or about 1st Sept.
LONDON, HAMBURG & ANTWERP	Arodia	Brit. str.	W. & S. N. Co.	Bentfield & Swire	On 3rd Sept., at noon
LONDON VIA STRAITS, &c.	Chusa	Brit. str.	Mathews & Co.	Bentfield & Swire	On 14th Sept., at 9 A.M.
BREMEN VIA PORTS OF CALL	Prudence	Brit. str.	Mathews & Co.	Bentfield & Swire	On or about 15th Sept.
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Mathews & Co.	Bentfield & Swire	On or about 25th Sept.
HAVRE & HAMBURG	Amelia	Brit. str.	Mathews & Co.	Bentfield & Swire	To-morrow, at noon
HAVRE & HAMBURG	Savoir	Brit. str.	Mathews & Co.	Bentfield & Swire	On 1st Oct., at 9 A.M.
HAVRE & HAMBURG	Silvia	Brit. str.	Nippon Yusen Kaisha	Bentfield & Swire	On 1st Oct., at 9 A.M.
HAVRE & HAMBURG	Tosa Maru	Brit. str.	Nippon Yusen Kaisha	Bentfield & Swire	On 1st Oct., at 9 A.M.
HAVRE & HAMBURG	Hilashii Maru	Brit. str.	Nippon Yusen Kaisha	Bentfield & Swire	On 1st Oct., at 9 A.M.
HAVRE & HAMBURG	Satato	Brit. str.	Nippon Yusen Kaisha	Bentfield & Swire	On 1st Oct., at 9 A.M.
HAVRE & HAMBURG	Empress of India	Brit. str.	Bentfield & Swire	Bentfield & Swire	On 16th Sept., at noon
HAVRE & HAMBURG	Modis	Brit. str.	Bentfield & Swire	Bentfield & Swire	On 16th Sept., at noon
HAVRE & HAMBURG	Dixon	Brit. str.	Bentfield & Swire	Bentfield & Swire	On 17th Sept., at noon
HAVRE & HAMBURG	Makes	Brit. str.	Nippon Yusen Kaisha	Bentfield & Swire	On 18th Sept., at 4 P.M.
HAVRE & HAMBURG	Haw	Brit. str.	P. M. S. S. Co.	Bentfield & Swire	On 19th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	To-morrow, at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 20th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 21st Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 22nd Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 23rd Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 24th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 25th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 26th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 27th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 28th Sept., at noon
HAVRE & HAMBURG	W. & S. N. Co.	Brit. str.	Dickens	Bentfield & Swire	On 29th Sept., at noon
HAVRE & H					